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# Hongkong Daily Press.

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No. 14,18 號期拾百零千肆萬第 日壹初月正年十叁緒光 HONGKONG, TUESDAY, FEBRUARY 16TH, 1904 式拜禮 號陸拾月貳年肆零百九仟壹英港 PRICE, \$3 PER MONTH

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11.30 a.m. to 12.00 p.m. Every 15 minutes.  
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Hongkong, 14th January, 1904. [a2761]

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Canton, 6th February, 1904. [a1977]

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Hongkong, 6th May, 1903. [a218]

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Hongkong, 3rd December, 1903. [a338]

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Dec., 1903.

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Hongkong, 3rd February, 1904. [a35]

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Only communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telephone Address: Press, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100. P.O. Box, 33, Telephone No. 12.

## BIRTH.

On the 5th February, at Kobe, the wife of ARTHUR T. HALL, of a son.

On the 6th February, at Kobe, ROBERT HUGHES, a native of Liverpool, England, aged 59 years.

# The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th FEBRUARY, 1904

Among the telegrams published this morning is one of no little international interest. Therein it is announced that a Russian torpedo-boat destroyer, for which permission to dock at Port Said has been applied for and refused, was ordered to leave the port; and that an Austrian collier, chartered for Port Arthur, was treated as a belligerent and ordered to leave Port Said, in consequence of which she discharged her cargo. On Saturday we published a Singapore telegram of the 12th instant, stating that the Russian Volunteer cruiser *Voronej*, which arrived that morning, bound for Odessa, had been ordered to leave by 9 a.m. next morning. These orders have been given in pursuance of the Proclamation of Neutrality issued throughout the British dominions on the 12th instant. This proclamation, in view of the war which has broken out between Japan and Russia, laid down the rules of neutrality to be observed by His Majesty's subjects in and during the war. The portion of this document which concerns the events mentioned in the telegrams alluded to above may be briefly summarised as follows:—

(1.) All ships of war of either belligerent are forbidden to use any British ports as stations or places of resort for warlike purposes or to sail from any port subject to British jurisdiction from which any vessel of the other belligerent shall have sailed within the previous 24 hours.

(2.) Any ship of war of either belligerent entering a British port shall be required to

put to sea within 24 hours after entrance, except in stress of weather or when requiring provisions or things necessary for her crew, in which case she must depart as soon as possible after the 24 hours and must only take on board what is necessary for immediate use. The proviso concerning a departure of not less than 24 hours after that of a ship of the other belligerent is of course taken into consideration.

(3.) No ship of war of either belligerent shall be permitted, while in a British port, to take in any supplies except provisions and such other things as may be requisite for her crew, and except such coal as may be sufficient to carry her to the nearest port of her own country or to some nearer destination. Moreover, no coal shall again be supplied in the name of any other British port, without special permission, until after the expiration of three months.

(4.) Armed ships of either party are forbidden to bring their prizes into British ports.

Two further rules were issued by proclamation in a *Government Gazette Extraordinary* here, yesterday to the following effect:—

1. During the continuation of hostilities no coal should be supplied to warships of either belligerent power except on the written authorisation of the Harbour Master specifying the amount of coal which may be supplied.

2. Before issuing any authorisation for the supply of coal to any belligerent warship the Harbour Master shall obtain a written declaration, duly signed by the officer commanding such warship, of the destination to which she is proceeding and of the amount of coal already on board.

Such are the rules with regard to the observance of neutrality in force in Hongkong to-day, as in other parts of the British Empire. They are the natural consequence of a Proclamation of Neutrality, and similar rules must be in force in the dominions of all countries that declare themselves neutral. Now all the leading Powers have

intimated their intention of observing neutrality; but in the majority of cases no proclamation has yet been made. We read in Reuters' telegram of the 18th instant that the Russian cruisers *Dmitri Donskoi*, *Aurora*, and six destroyers had already proceeded from Suez to Jibuti, where they coaled and were to remain till the 18th instant, awaiting the arrival of the battleship *Ostrogabys*, the transport *Saratoff*, and three destroyers which had already left Suez, and of several torpedo-boats and transports then in the Canal. France had not then and has not yet, as far as we know, actually proclaimed neutrality, so that there was nothing illegal in the hospitality accorded to the Russian squadron at Jibuti. Yet this was certainly a contravention of the virtual promise of neutrality, and is distinctly an action of friendship toward Russia. It would be interesting to know whether, if the *Nishin* and *Kasuga* had sailed from Singapore to a port on the Indo-China coast, they would have met with the same treatment. It has been rumoured in the Colony that those two cruisers have proceeded to some foreign port between Singapore, avoiding Hongkong, it is to be presumed, because of the proclamation being anticipated immediately after the declaration of war. It may now be expected that the other Powers of Europe will follow the example of Great Britain and proclaim neutrality in due form. Otherwise affairs remain in a very anomalous position—although, as Britain possesses nearly all the coaling-stations between the Mediterranean and the Farthest East, it is Britain's action which is the most important.

To-day being the Chinese New Year's Day, there will be no issue of the *Hongkong Daily Press* to-morrow morning. Our next appearance will be on Thursday morning as usual. Any important telegrams received to-morrow will be issued early on Wednesday.

The visitors to the City Hall Library and Museum for the week ending the 14th February, 1904, were 229 non-Chinese and 95 Chinese to the former, and 108 non-Chinese and 275 Chinese to the latter institution.

A fatal gas explosion occurred on the 20th ult. on an oil-float anchored alongside the Burma Oil Company's Works at Dundas, Raungon. One coolie was killed and four others badly injured, one European engineer being also slightly burnt. The explosion was caused by a coolie going aboard the oil-float with a naked light.

It appears that the "warship" which the Korean Government purchased recently from the Mitsui Bussan Kaisha is now being transferred to an American resident of Chemulpo. Negotiations, a Chemulpo despatch states, are in progress between the parties concerned as to the amount to be paid for the vessel. It is added that the warship, on becoming the property of the American, will be altered into a merchant steamer.

A British steamer, carrying 36 tons of rails and 400 tons of bridge girders for the Seoul-Pusan Railway, arrived at Chemulpo on the 4th instant.

According to one of the native papers published in Kobe, a Chinese female anti-Russian Society has been formed. The promoters and officers are all Chinese ladies.

According to native reports in Shanghai, H.B.M. Consul-General there lately had a long interview with Viceroy Wei Kung-tao, with reference, it was presumed, to the abolition of *lekin dues* and the imposition of a surtax.

The *New Zealand* twin-screw first-class battleship, 16,350 tons, was to be launched from Portsmouth Dockyard on the 4th February. The Countess of Onslow accepted an invitation from the First Lord of the Admiralty to perform the christening ceremony. The engines and boilers for the new ship are supplied by Messrs. Humphrys, Tennant and Co., Deptford.

According to the Rome correspondent of the *Frankfurter Zeitung*, the Pope was greatly disquieted at the prospect of war between Russia and Japan. He fears, moreover, that the general disturbance resulting from a state of war will encourage the Boxers to renew their massacres of missionaries and Christian converts in China. His Holiness has addressed a memorandum on the subject to all the great Powers.

Nothing in the present day has made more progress than the art of colour printing. Among the latest productions is a series of twelve drawings by an eminent French artist illustrating the "Evolution of Writing" from the earliest Chinese ideographs to type-written letters issued by the Oliver Typewriter Co. The first of these shows the Assyrian cuneiform characters, about 2500 B.C., and both in regard to design and execution is well worth preserving.

The *New York Sun* draw attention last month to the treaty between the United States and Korea, made in 1882, which provides that if other Powers deal unjustly or oppressively with either of those Governments, the other shall exert its efforts to bring about an amicable arrangement. The *Sun* added: "Our aloofness from Korean affairs depends, not upon Washington, but upon Seoul. If Korea calls upon the United States for help, we are bound by treaty to exert our efforts on her behalf. It is a contract obligation."

Official notification has been given of the passing into the "A" Division of the Midway Fleet Reserve, at Chatham, of the first-class battleship *Victorious*, which has been refitted, at a cost of about £37,000, for service as flag-ship of Rear-Admiral the Hon. Rodworth Lambton, second in command of the Channel Fleet. The *Victorious* was to be commissioned on the 2nd February to replace the flagship *Magnificent*. The crew of the *Magnificent* was to turn over to the *Victorious*.

Mr. Rowland Mulken writes:—The leaders of the Chinese Reform Party have requested me to state that they regard with feelings of apprehension the continued occupation of Manchuria by Russia. This feeling is not the outcome of anti-Russian prejudice, nor of sympathy with the Manchurians, who have usurped the Throne of China, and whose sovereignty the Reformers repudiate; but from a conviction that the presence of a powerful and autocratic state like Russia on the northern frontiers of China will eventually lead to grave complications and perhaps retard the progress and political reform of the Chinese people.

Further details of the rebellion in the Philippines, an account of which appeared in these columns on the 10th instant, are to hand, from which it appears that six-seventy Constabulary, the entire garrison of Vigan, Ilocos Sur, led by two ex-non-commissioned officers, were in revolt. They riddled the town Sunday night and then took to the hills, with all the arms and supplies, crying "Long live Biarte." The American women were hurriedly gathered in Major Garwood's house, where they were guarded all night by the handful of Americans there. Scouts have been rushed to Candao and Vigan and the constabulary of a number of Ilocos Sur towns have been disbanded, and troops are following up the rebels.

Investigations made by the Central Tobacco Trade Association show that the value in yen of tobacco exported from and imported into Japan during last year was as follows:—

	Exports.	Imports.
Cigars	19,426	14,840
Cigarettes	2,047,992	38,066
Leaf tobacco	36,066	1,077,179
Cut tobacco	43,520	6,411
Total	2,127,578	1,117,836

Compared with the preceding year, there was a decrease of 238,212 yen in exports and of 121,832 yen in the value of imports.

Mr. Beck, Superintendent of the Eastern Extension Telegraph Co., informed us yesterday morning that by the repair at noon on Sunday of the cable to Foochow, normal communication with Foochow, Shanghai, and the North was restored. On telegrams exchanged with the Straits, etc., India, and Europe via Eastern there may be some delay owing to heavy Government and Press traffic. The Manila-Iloilo cable being broken, telegrams for Iloilo, Cebu, &c., can at present only go forward by occasional steamers from Manila. Mr. Olaf Nielsen, Superintendent of the Great Northern Telegraph Co., at the same time informed us that the time of transmission for telegrams forwarded over his Company's Hongkong-Amoy-Shanghai cable is at present normal.

A great Belgian syndicate is said to have been formed at Brussels to establish an important arms-factory in Japan. King Leopold is one of the principal promoters of the syndicate, which includes representatives of the most prominent industrial establishments of Belgium. The capital is £5,000,000.

A telegram from Fiume to the *Nova Fries Press* of Vienna states that the Chinese Government has made enquiries at the local torpedo factory asking whether a large quantity of torpedoes could be supplied, but was informed in reply that the stocks were completely exhausted. Japan obtained supplies of torpedoes last year from Fiume.

The *Kokumin* publishes a Seoul telegram to the effect that on the 30th ult. Yi Yong-ik called on the Russian Minister and asked for information regarding the course that Russia intended to take in the present situation. Yi Yong-ik also requested that the Russian soldiers at Yong-ampho should be withdrawn, a request that has been made before. The Russian Minister is reported to have replied that the Japanese troops in Seoul must first be withdrawn before the Russian troops were sent across the frontier.

The *N. O. Daily News* writes:—We notice that one of our Japan contemporaries explains that the *Graphic* can hardly be regarded as an authority on foreign affairs in general, or the Russo-Japan crisis in particular. As a matter of fact, there is hardly a journalist in London as well informed on foreign affairs, or commanding as valuable sources of news, as Mr. Lucien Wolf, the Foreign Editor of the *Daily Graphic*. His essays in the magazines on foreign and colonial affairs are ordinarily signed "Diplomaticus."

The O. S. K. S. *Takung Maru*, brought down from Wuhu by the *ss. Samshui*, arrived at Shanghai on the 5th inst. She was taken up to Tangliadoc to have her cargo taken out, and was prepared for docking. The whole of the vessel was destroyed by the flames. The hull which is of steel, is practically intact, though much blistered by the heat of the fire of the upper works. Only the iron joints and girders remain. The *Takung* was to remain at the wharf for about a week, and then go into dock for survey. Should it be considered worth while, she will then be repaired.

Official returns published by the United States Government show that the value of cotton cloth exported from the United States to Hongkong in the year ended 30th June, 1903, was gold \$47,905 as compared with gold \$41,972 in the previous year; of other cotton manufactures the exports to Hongkong were \$3,118,731 as compared with \$1,674,311. The export of electrical machinery to Hongkong from the United States was \$18,898 as compared with \$11,873 for the year ended June 30th, 1902.

Some time between 11 o'clock on the night of the 9th and 6 on the morning of the 10th inst. R. Schwind, who had been confined in the British Consular Gaol, Shanghai, awaiting trial on a charge of alleged embezzlement preferred against him by the Russo-Chinese Bank, managed to escape, and it is believed that he was assisted by some friend from outside. The escape was made by the back window of the cell, says the *Shanghai Mercury*, "one of the bars having been filed through evidently by a practised hand. To reach the window a 30-foot ladder was needed, as the cell is situated on the second floor of the gaol. The ladder must have been placed against the wall and then drawn over and put up against the window. The detective force and the police are keeping a sharp look-out on all departing steamers, and it is expected that the fugitive will be speedily recaptured."

A home contemporary remarks:—Just now daily papers abound in tabulated matter showing the comparative strength of the Russian and Japanese navies. Within the memory of middle-aged people, such comparisons would have savoured of the grotesque. Late in the Seventies the Western world noted with interest, not untinted with amusement, the first effort of Japan to range herself among the maritime Powers. The *Foo-oo* and the *Kongo* were regarded as more than a creditable start. The former vessel was of 3,700 tons displacement and engined to 3,500 horse-power, and her principal armament consisted of four 154-ton Krapps. The entire Japanese navy consisted of one ironclad frigate, two ironclad corvettes, two wooden corvettes, three schooners, one gun-boat, one transport, and one yacht. The personnel was 1,200 all told, of which sixty-seven were artillerymen and two hundred and sixty marines. That was a quarter of a century ago!

The following statement appeared in home papers a month ago.—It is probable that in the event of the Bangkok Government sanctioning the concessions made by its Minister in Paris, a new Treaty will be substituted, as they are contradictory to some of the clauses of the agreement of Oct. 1902. The trade concessions relate to the construction of railways in the Mookong Valley. In addition to the territorial advantages stipulated for France in the 1902 Convention, the new Treaty will, a correspondent is assured, satisfy the demands of the Republic with regard to Luang Prabang. The difference between the two documents will lie in the greater extent of the concessions made by the Siam Government. Immediately after the ratification of the Treaty the Siam Government will hand over to France the territory conceded to it, and will appoint its delegates to meet those of France for the delimitation of the frontier between Cambodia and Siam stipulated for in the Treaty signed in 1893. On their side, the French will evacuate Chaat-bun.

# TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

# THE WAR

## A FALSE REPORT.

\* KOBE, 12th Feb., 5 p.m.

It is officially stated that the Russians are bombarding Fukuyama at the entrance to the Tsuganur Straits (separating the main island from Hokaido), sinking on their way the Japanese merchant steamer *Nakanura Maru*.

\* KOBE, 13th Feb., 11.30 a.m.

The bombardment of Fukuyama is untrue. The authorities were misled by a report which speculators appear to have originated.

The sinking of the merchant steamer is, however, correct.

\* KOBE, 11th Feb., 10.30 a.m.

An Imperial Rescript declaring war against Russia has been issued.

\* Much Delayed.

## REUTERS' SERVICE.

## THE WAR.—RUSSIAN DISASTER AT PORT ARTHUR.

LONDON, 13th February.

Admiral Alexieff telegraphs that the torpedo-transport *Yenisei* has been blown up and sunk by accidentally striking a mine at Port Arthur. Captain Stepanoff, three officers, and 92 men were lost.

## EFFECT OF NEUTRALITY RULES.

LONDON, 13th February.

A Russian destroyer has been ordered to leave Port Said. After a Government survey an application by Russia for permission to dock a destroyer at Suez has been refused. The Austrian collier *Jana*, chartered for Port Arthur, has been treated as a belligerent and ordered to leave Port Said immediately; she is now discharging.

## THE HONGKONG VOLUNTEERS.

The Hongkong Volunteers go to Laichikok to-day for parade. They will manipulate the Maxim and 15-pound. Tiffin will be provided for them, as they do not return till evening. The Engineers perform machine gun drill at Stonecutters' Island.

## CRICKET.

The following will represent the Club in the match—H.K.C.C. v. The United Services—commencing at 11 a.m. to-day:—

C. R. S. Cooper, J. T. Dixon, R. Gillingham, H. Hancock, R. Hancock, P. T. Lambie, A. Macdonald, R. A. B. Pownsey, T. Sercombe Smith, W. C. D. Turner and A. G. Ward.

The match will be continued at the same hour on Wednesday morning.

There will be a cricket match on Wednesday between the Craigiegowrie Cricket Club and a team from the Kowloon Dock, commencing at 2 p.m. on the ground of the latter club.

# CORRESPONDENCE.

## CRUEL TREATMENT OF A RACE-HORSE.

TO THE EDITOR OF THE "DAILY PRESS." Hongkong, 13th February.

SIR,—I am pleased to see allusion in your issue of to-day to the brutal "baiting" of *Narves* recently at the hands of mafiosi and coolies. I happen to have been one of the eye-witnesses you refer to, and I should say the case was without any doubt one for the S.P.C.A. Not knowing the pony at the time, nor any of the circumstances, I hesitated to interfere more than the common sense of justice to animals warranted, but I have since been prosecuting enquiries, and am satisfied that the case is one of wanton and deliberate cruelty, and not, as I thought it might be at first, of ignorant servants carrying out the mistaken orders of a master.

I watched the proceedings in my progress round the golf-course, and it was not until I got quite near that I realised what was going on. At that time the pony was being lugged, and three coolies with bamboo operated upon his back as he passed them, and a fourth was lashing his fore leg to make him run. The poor beast's mouth was full of blood; he could hardly stand for exhaustion. I thoroughly concur in your humane sentiments and should like to hear of justice being done to whoever was responsible for such a shameful exhibition of cruelty in a public place.—Yours, etc.,

AN EYEWITNESS.

# THE WAR.

## LOCAL NEWS.

By kind permission of the Naval Authorities we are enabled to publish the following telegraphic news:—

\* Whereas it was reported by wire that H.M.S. *Talbot* had 150 Russians on board from the Russian warships *Varyag* and *Korietz*, it is now learnt that the *Talbot* has 235 men from the *Varyag* and *Korietz* on board. In the encounter between the Russian gunboat *Korietz* and cruiser *Varyag* and a Japanese escorting squadron 41 Russians were killed and 68 wounded.

With reference to an official message to the Japanese Consul to the effect that request had been made through the British Consul to the Japanese Consul at Chemulpo for placing 34 wounded Russians under the care of some charitable Japanese it is probable that these 34 men are amongst those who took refuge on the *Talbot*. The Japanese Consul at Chemulpo, it will be remembered willingly acceded to the request; the men are to be treated by Japanese doctors at the Japanese Nursing Hospital at Chemulpo.

RUSSIAN CRUISER "ASKOLD" SUNK. Yesterday evening we received the following from the Japanese Consul:—

"Our Consul at Gensan telegraphed on the 14th inst. as follows: According to the captain of the American steamer *Platides*, just arrived here from Port Arthur, the Russian cruiser *Askold*, which was damaged by our ships and was lying in the inner harbour, sank on the forenoon of the 12th inst. The Russian casualties so far (in Port Arthur) are reported to be 29 killed and 6 wounded and carried ashore. Two men were killed in the Golden Hill Fortress and several wounded there. The Golden Hill forts as mentioned is behind Port Arthur."

## FROM THE NORTH.

Just before the outbreak of war news reached Tokyo from Vladivostok that the cruisers *Grombi*, *Dogadur*, *Rurik*, and *Roseta* and an ice-breaker were fully equipped for action and ready to put out to sea from Vladivostok. It is apparently these cruisers which have been operating off the Northern Japanese coast, and have sunk the *Nakanura Maru*. The question remains, what has become of them since?

A Chemulpo despatch of the 1st inst. stated that the Russian warships *Varyag* and *Korietz* took in 1,500 tons of coal from the Russian coal shed in *Boze* Island on the previous night. They were to take in some more from a coaling ship lying outside the port. The Russian cruiser *Singori*, from Port Arthur, arrived at Chemulpo on the 1st inst. All three vessels have since been sunk or destroyed.

A Chemulpo telegram of the 4th inst. that 6,000 Russians who had left Liaoyang for the Yalu were gradually coming to Korean territory across the river. It was believed that the Russian warships would blockade Seoul and Chemulpo immediately war broke out.

It is learnt at Peking on the 9th inst. by telegram from Kienchow that the Russian telegraphic communication between Kaiping and Hsiching, Yinkou and Tashichow was totally destroyed on the 5th inst. by mounted bandits.

On the morning of the 9th inst. a Japanese squadron of 16 large warships was sighted 18 miles out from Chefoo, steaming toward Port Arthur. This is according to a telegram from Chefoo, but as is known part of the Japanese fleet reached Port Arthur on the night of the 8th.

## JAPAN AND GERMANY.

According to the *N. O. Daily News*, correspondent at Tokyo, the *Kokumin Shinbun*, a leading Tokyo journal, writing in reference to the sudden rupture of diplomatic relations, says that Germany's attitude is worthy of keen attention. Japan is undoubtedly friendly to Germany, has no antipathy towards her, and expects the same sentiments from Germany. Let the past bury the past. Germany has lately recognised in Japan a reliable friendly Power in the Far East. The *Kokumin* pays a warm tribute to the Kaiser's wisdom and sagacity, and believes that he will not fail to reciprocate Japan's invariable good will.

It is to be noted that a Berlin telegram of the 8th inst. says:—"Great surprise has been caused here by Japan breaking off her relations to Russia, but it is fully acknowledged that Japan has shown great patience during all the time of the negotiations. Germany has proclaimed, with regard to her good relations to both Powers, an honest neutrality."

## NOTES FROM THE BOTANIC GARDENS.

A very sweet-scented shrub, known as *Buddleia asiatica*, is just beginning to open its flowers. There are many specimens of this plant growing in the gardens planted in shrub-beries and in pots at the fountain. It is a very free-blooming species, and the spikes of white are several inches long. The leaves are long and narrow, and on the under side covered with a white tomentum. It is a most desirable plant for this time of the year. The species was first described by Loureiro in 1790 and introduced into England from Nepal in 1824, under the name of *Buddleia Nendia*. It has been found in Hongkong on the opposite mainland, and in various parts of the East Indies, and belongs to the same family—*Loganiaceae*—as the plant from which strychnine is obtained.

The rhododendrons are favourites of most people, and the first to open its flowers is *Rhododendron edgleyi*. This species, which is a native of China, is represented by many specimens in both the old and new gardens. The flowers are white, fully two inches across, and abundantly produced. The leaves are small, something like those of the common azalea—*Rhododendron indicum*.

A successful beginning has been made this year with planting bulbs in the grass, and the narcissus bulbs that were planted on one of the banks on the lower terrace are now in full flower.



## THE CHINATOWN FAIR.

## AN IMPRESSION.

In the broad glare of daylight there is something of the sordid and drab, and the garish also, about Chinatown Fair. It is only when the Fair is seen under the glare of artificial lights that one becomes enamoured of its picturesque quaintness and vitality. There is an unkindness about the sun, for it brings out the blemishes of such a scene as this. To take the noontide aspect of a theatrical stage, for an instance, what could be more hideous to the visual sense? Or a gambling-hell when the first streaks of morning pierce through the chinks of the closed shutters and shine upon empty bottles, and clouds of stale tobacco smoke, and dishevelled gamblers? A saunter through the Fair in the morning hours suggests such comparisons. But return at night-time, and what a change is seen! No longer drab and sordid, the Fair is a brilliant medley of moving, laughing life, rich in color, heterogeneous, full of lights to feast the eye upon and ponder afterwards. The fancy articles that stock the wayside stalls and bear upon their faces as plain as any print could make it "Made in Germany" forget their sordid look and take on a brightness of silver and gold; the Chinese paper masks and "joss" paraphernalia shine out with additional lustre borrowed from the lamps; while the contents of the old curio-stalls become more curious and grotesque than ever, and the swagmen's appear to be more toothsome to the passing crowd.

From the top of Jervois Street one gets a capital idea of the dimensions of the multitude. On each side of the street are placed the stalls, leaving in the middle of the thoroughfare an avenue through which flows a stream of people coming and going, so dense that from your vantage ground at the top of the incline one can easily conceive if a possible feat to walk on the heads of the pedestrians. And it is a strangely conglomerate scene. The Chinese element naturally predominates. Barefooted coolies rub shoulders with fellow-countrymen resplendent in silk and glowing cigars. Here a lone Korean stalks along with bovine indifference stamped upon his features. There a crowd of Macanese boys and girls, vivacious and voluble, barter with a stall-holder over some coveted "bargain." The lordly Sikh views the morning through Oriental indifference, and only absconds so far as to take without murmuring the buffets which one and all have to endure who brave the stress of the Fair. The Fair is the "great leveler." It reminds one of some of the Continental festivals. Everyone is liable to get a buffet, and the only reparation one has is to give one back to somebody else. There is no bad temper shown. Good feeling is abroad.

Nor is the European element wanting. Britishers, Germans, French in groups traverse the Fair, bearing the proceeds of their purchases and looking out for fresh "bargains." It is after dinner-time that the Europeans begin to put in an appearance mostly. Here comes a party now. They are young fellows; they visit every stall and laugh and joke with the salesman with a post-prandial jollity that communicates itself to the standers-by. They make more bids than they conclude bargain, nor do their bids commend themselves much to the vendors as being made in the spirit of sweet reasonableness. But the latter never miss a chance of barter, even with a roystering blade who has not most of his available dollars into the Derby sweeps. And so the game goes on. It is well on past midnight before the lights begin to disappear and the crowds to thin and the wearied stallholder to count his takings and get ready for departure. If one should stroll down Jervois Street this morning he will find nothing remaining of the animation and light and colour of last night, but an unsightly litter, like the shell which the butterfly leaves behind when it flutters from grub-state into the sunshine.

## THE CHINA NEW YEAR.

To-day marks the commencement of the China New Year, and is being observed as a public holiday. All the Government Departments, the Banks and the mercantile and shipping houses are closed and will not re-open till Thursday. Yesterday was also a Government holiday, the Magistracy only remaining open. There were the usual deafening fusillades of crackers to usher in the New Year and many a look for a coin in consequence of this style of celebration to-day. The Fair in the Jervois Street neighbourhood was visited by a great concourse of Chinese and Europeans last night, there was a good amount of business done, but nothing to be compared with that in former years, as the stall-holders say. Taken all over the Chinese trade of the Colony during the past year has not been up to expectations. There have been no big financial crashes such as have sometimes occurred with disastrous effects to numerous small merchants and capitalists, but there has been a waning of the customary freedom of tone in the local money market, the impending and now actual war having brought about reticence in speculation. As the end of the year approached the perennial crop of rumours about organised risings and riots in Hongkong and Canton were set on foot. That there was a turbulent element in both places which would have delighted in nothing better than disturbance goes without saying. In the Colony those incendiary spirits have been under close police surveillance, and up till the time of going to press we had heard of no trouble taking place. A noticeable feature of the close of the year as compared with former times has been the small numbers of fines, the exemplary sentences passed upon the last five-figures having had no doubt a salutary deterrent effect. To-day the Post Office will be entirely closed, and to-morrow it will be open from 7 to 11.30 p.m. for the despatch of the homeward German mail only.

## FOOCHOW.

[FROM OUR OWN CORRESPONDENT.]

Fochow, 10th February.

## THE A.D.C. IN "OUR BOYS."

The A.D.C. gave a very enjoyable performance of the popular if somewhat out-of-date play *Our Boys* on Tuesday evening, the 9th inst., before an almost record house. Perky Middelwick kept the prompter perhaps rather too hard at work, but the audience were very patient and appreciative. Our acting manager, Mr. G. Balloch, was loudly called for at the end of the performance after the usual file of characters had passed in front of the curtain, and certainly thoroughly deserved the acknowledgment of his hard work and good services. If one might select a star from a really excellent cast it should be Miss Pratt, a debutante who proved in a long and none too easy part that her talents were quite first class. Mr. Pearson is to be congratulated on his success as stage manager, which was as evident as his impersonation of Talbot Champneys.

## DRAMATIC PERSONNEL.

Sir Geoffrey Champneys Bart., Mr. G. H. Arden Talbot Champneys (his son), Mr. G. W. Pearson Perky Middelwick (a retired Buttermilk), Mr. Charles Middelwick (his son), Mr. D. W. Moss Violet Melrose, Miss M. Moorehead Miss Pratt Charissa Champneys, Mrs. Pearson Belinda, Mrs. Moss.

## A DEPARTURE.

Mr. E. J. Moss, the local manager of Messrs. Dodwell & Co., Ltd., left with his family by s.s. *Triumph* for Hongkong and England on a short furlough. Mr. Moss expects to return about the middle of May.

## PAKHOI.

[FROM OUR OWN CORRESPONDENT.]

Pakhoi, 11th February.

**THE SUSPICIOUS CASE OF RECEIVING.**  
The principal of the Kwong Cheong Hing shop, who was arrested on suspicion of being in league with the pirates, is now released, after paying a fine of \$2,000. He was accused of receiving stolen goods, and of being in league with the pirates. At the trial nothing further was proved except that he had the stolen goods, but the prisoner pleaded that he bought the goods not knowing them to have been stolen. The heavy fine is to be devoted to educational purposes, but I hear that the prosecutors are not satisfied with this decision, and are going to appeal to the superior authorities at Canton.

## EMIGRATION.

There are here at present a few French gentlemen recruiting emigrants for the construction of railway in Tonkin. Several batches of men have already left for Haiphong on board junks, and others are being eagerly procured.

## NEWSPAPER ENTERPRISE.

I hear that in the course of a few months there is going to be published here a weekly native paper, called the *Tung Sai Sun Mun* ("Eastern and Western News"), issued from the German Mission. The plant has already arrived, consisting of a printing machine and several thousand pounds of Chinese type, besides paper-cutting and wire-stitching machines. They propose also to print Chinese educational books. The promoters are quite confident of success.

## MR. GERSHOM STEWART'S WEDDING.

A very pretty wedding took place at Holy Trinity Cathedral yesterday, says the *N.C. Daily News* of the 10th inst., when Mr. Gershom Stewart, exchange broker, of Hongkong, espoused the charming Miss Gresson, sister of Mr. W. Gresson, managing partner at Shanghai for the firm of Jardine, Matheson & Co. The Company's hulk *Yuen Feh* was gallily decorated with flags all day, and many of the employees attended the service at the Cathedral. This was decorated with unusual care and taste. The altar-rails were backed with red stuff, and covered with marguerites, jonquils, and greenery. Plants in pots were arranged in verdurous terraces on either hand. In the background, the panels of the recessed carvings of ivory. Up the central aisle, the customary avenue of bamboos was erected, the obtrusive branchlets inconveniencing the military-wearers. In one corner was the Town Band, whose services were requisitioned in place of the organ now under repair, and who were conducted by Mr. Valenza. The full choir was also in attendance. Miss Hawksley was the senior bridesmaid, and two small maids also attending were Miss Betty Addis and Miss Theo Bolagron. The duties of "best man" were efficiently discharged by Mr. E. S. Sanders.

Following the ceremony there was a fully attended reception at the Euro Hong premises, where the very numerous and handsome presents were displayed and greatly admired, and where Mr. Addis in fitting terms proposed the health of the bride and bridegroom, mentioning that Mr. Stewart had been present at his (Mr. Addis's) wedding. The bridegroom replied and gave the toast of the bridesmaids, for whom Mr. Sanders made an excellent spokesman. Mr. and Mrs. Gershom Stewart left shortly afterwards for "Unkai," kindly lent by Mr. and Mrs. Jenner Hong, now in Europe.

**BEWARE OF THE PARTY**  
Offering Imitations of Macniven & Cameron's Pens. "They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen." Sold at all Stationers. Macniven & Cameron, Ltd., Waverley Works, Edinburgh. (402-3)

## POLICE COURT.

Monday, 15th February.

Before MR. T. SERCOMB SMITH (Police Magistrate).

## ALLEGED ASSAULT.

A. T. Young was charged with assaulting Lun Hing and San Lee, of the Chinese Coolies' Home in Des Vaux Road, in Queen's Road, at midnight on Sunday, the 14th inst.

Inspector McNab was in charge of the case. Tan Hing, called and affirmed, said that about midnight on Sunday he was walking in Queen's Road West, at midnight, on his way home. He had been making some purchases, when he met the defendant who caught hold of him by the arm, and snatched at the parcels he was carrying, to look at them. His master came up and said each parcel was a policeman, and told him to let him see the parcels. His master spoke to defendant in a Western language. Witness did not know what he said. Defendant caught hold of witness's master by the queue, and let witness go. He struck the master on the neck, and dragged him into the middle of the street. He then tore his jacket and his watch and some money fell up on the ground. It was his master's watch and money. Defendant held his master by the queue and would not let him pick up his dropped property, and struck him on the right jaw. A Chinese P.C. then came up and took them all to the station. A crowd had collected, and some among them picked up nearly all the money. Witness picked up the watch and gave it to his master. He did not get all his money back, only a little.

In reply to defendant's witness said he did not catch hold of defendant's arm; his hands were full of bundles. His master did not touch defendant's watch-chain. Lee San, the master of first complainant, called and affirmed, corroborated the last witness's evidence, and added that the watch (produced) had the glass and hand broken. He had \$14 in his pocket, but he only got back \$2.70, he lost \$11.30.

Kong Kai, C.C. 270, proved arrest. He said, in answer to the defendant, there was a crowd, and why he did not keep back the crowd was because one man could not do it alone. He did not tell anyone to strike defendant. Inspector McNab testified to the bringing of the defendant to the station. He was under the influence of liquor, but could walk straight.

In reply to defendant, the inspector said defendant was not drunk but was inebriated. At this point defendant asked for a remand for the production of witnesses, and said he would reserve his defence until he had had legal advice.

The case was remanded until Wednesday, to-morrow at 10 a.m., bail being allowed in the sum of \$100 cash.

## TRIAL TRIP.

On Saturday the official trial took place of the new river steamer *Kwong Tung* built by Messrs W. S. Bailey & Co., to the order of the Yuen On Steamship Co. Ltd. The *Kwong Tung* is a duplicate of the steamer *Kwong Chow*, also built by Messrs. Bailey for the Hongkong-Canton service. The *Kwong Tung* is 200 feet in length by 35 feet beam on main deck, and is fitted with electric light and with hot and cold water throughout. The accommodation both for Europeans and Chinese is excellent, all the rooms being large and well ventilated and fitted with spring beds, and the upholstery is of the best quality; all saloons and rooms are fitted with mirrors and neatly finished in white and gold. The builder's contract called for an unusually severe test, as the vessel was to be fully loaded by ballast and use all electric lights while maintaining the contract speed of 10 knots on two measured mile runs, and for a continuous further period of four hours. These conditions were amply fulfilled.

The vessel left the builder's works at 1 o'clock and attained a speed on the course in Kowloon Bay of 10½ knots, which speed was continued to Chekwan and back, the vessel returning to Kowloon Bay at 6 p.m. The trial was highly satisfactory, no hitch or heating taking place during the entire period of 5 hours, and the boilers easily maintaining the full pressure of 350 lbs. The speed was checked by Captain F. D. Goddard.

## A CURIOUS STORY.

The *Kobe Chronicle* writes:—War stories, real and imaginary, may be looked for now, and it is not surprising that the Japanese papers are beginning to publish items which may seem appropriate as indirectly relating to the present crisis. The *Yushin* has a story which sounds like an extract from a novel, but it is said to be true. The heroine is a Japanese girl named Ando Yoshi, a native of Nagasaki. Five years ago she went to Harbin, where she obtained the favour of a Russian Commander, who made her his mistress. Of course she heard of the impending trouble between her country and Russia, and she was more than ordinarily interested in a chart, or map, which she noticed was the constant study of the Commander. She soon discovered that the chart was in fact a detailed plan of Manchuria, showing all the fortifications and works of defence against Japanese attack, and it occurred to her that if she could secure this it might be the means of saving her country from defeat. She waited her opportunity, and not long since, in the absence of the Commander, she secured the map and decamped with it, making her way to Feking, where she applied at the Japanese Legation for assistance. She told her story and presented the map, which is said to be regarded by the Japanese authorities as of great value. The Feking Legation assisted the girl to return to Nagasaki, where she is reported to have arrived a few days ago.

## JAPAN AND RUSSIA.

The following is a *S. James's Gazette* critic's prediction as to the probable course of war operations:—

The first act in a Russo-Japanese war must be a struggle for the command of the sea. Japan's primary object is to secure her position in Korea. This done, she will proceed, either alone or in alliance with China, to consolidate her success by thrusting the Russians out of Port Arthur, and, if possible, out of Manchuria.

The offensive, therefore, rests with Japan, for a Russian occupation of Northern Korea could hardly be considered, strictly, an offensive, while an advance to the south of Seoul would be, strategically, too dangerous an adventure unless the Russian fleet had succeeded in overwhelming that of Japan, for otherwise a Japanese force landing at Chemulpo would strike across a very precarious line of communications. In every forecast of events it is to be remembered that the Power which secures the command of the sea enjoys the advantage which Wellington enjoyed during the later part of the Peninsular War; it can shift its base at will, and thereby add the equivalent of at least an army corps to its effective strength.

We may estimate the disposition of the rival forces at the present juncture to be as follows:—Japan has the first division of her fleet (four battleships, four armoured, and two protected cruisers) at Nagasaki, treating the southwestern point of Korea. The second division of two battleships (of which, apparently, the *Mikasa* is one), two armoured, and several protected cruisers, is at an unknown base. But we may confidently trust that Japan will not commit the fatal mistake of dividing its naval force. Therefore we expect to hear of a general concentration off Nagasaki. Two Japanese cruisers, recently purchased, are now in the Indian Ocean. The Japanese Army is concentrated (it may be conjectured) about Nagasaki and Shimoda, ready to embark for Korea or the Liaotung Peninsula, with some details (possibly a brigade of infantry and departmental troops) already on Korean soil, under the pretext of guarding telegraph-lines and construction of the Fusan-Seoul Railway.

Russia's naval force in the Far East, consisting of seven battleships, four armoured and several protected cruisers, is, presumably, concentrated at Port Arthur, for it is unlikely that the cruisers reported at Vladivostok will remain there. The risk of being ice-bound, and the still greater risk of being out, torpedoed, or captured while running the Straits of Korea, would be too great. In addition to the Russian naval forces on the spot, a squadron consisting of one (perhaps two) battleships, two cruisers, and a flotilla of destroyers and torpedo-boats is on its way from Europe.

The Russian land forces are, of course, distributed, some on the northern frontier of Korea—along the line of the Yalu River—the bulk at Port Arthur, and the rest holding the railways and repressing the turbulence of the Manchus and other so-called "brigands."

Now, if the Russian intention, so valiantly expressed, of issuing from Port Arthur with their full naval strength to give battle to the Japanese fleet could be carried out, there would, almost without question, be a great naval action fought off Chemulpo, for the Japanese would, without doubt, utilise this port, and the railway to Seoul, as their "jumping-off place" for a northward advance against the Russians. The latter would, equally without doubt, appear off that port so as to make it dangerous for Japanese transports to sail, and thus give time for their own invasion of Korea to develop. There is one very good reason why the Russians should seek an early engagement: namely, that only by inflicting a defeat on the Japanese could they hope to open the way for their reinforcing squadron to effect a junction. Whether bold strategy will be adopted depends upon the estimate which the Russian Commander-in-Chief holds of the power of the Japanese fleet.

If he should decide that he cannot fight it with a chance of success he will remain under the guns of Port Arthur, round which the Japanese fleet will assemble, accompanied by torpedo craft, with which they will attempt to ferret him out of the harbour and bring him to an action. Meanwhile, the Japanese invasion of Korea will proceed, troops being landed at Masampo and Fusan in the south, and at Chemulpo.

The Japanese watch on Port Arthur will not be, in any true sense, a blockade. Nelson denied that he ever blockaded the French fleet at Toulon, and it is, in fact, rarely the policy of the stronger Power so to do. The coaling difficulty will necessitate the Japanese keeping their battle squadron within easy reach of a port under their own control; and all the probabilities point once more to Chemulpo, which is 300 miles from Port Arthur. Now, the water at the mouth of the Gulf of Pechili shoals from Port Arthur to Weihaiwei; so that it will be along the northern coast that the Japanese will require to keep their watch by means of an inshore squadron of cruisers and destroyers, while the battleships lie off at a distance.

Doubtless, also, they will send some cruisers and a strong torpedo flotilla south to watch the arrival of the Russian reinforcements. The danger-point for these will be when they have to pass the Japanese island of Formosa. They will hardly dare attempt to pass the narrow straits between the island and the mainland of China, and too great a detour to the eastward is forbidden by considerations of coalsupply. The Japanese will have a favourable chance of making a torpedo attack upon them.

Should the *Ostyabko* and her consorts, however, succeed in passing this point it will

## NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO. we are requested by them to Request Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

## LONG, HING &amp; CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

## LONG, HING &amp; CO.,

PHOTO GOODS DEALERS,

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Hongkong, 21st December, 1903.

## NERNST

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become necessary (for the Japanese Admiral to detach a force to deal with them. Two battleships, two armoured cruisers, and a few light craft should be sufficient, seeing the advantage of speed and armament possessed by Japanese ships, to secure the annihilation of the Russian squadrons; but there will be a time of anxiety for the Japanese commander, lest his adversary in Port Arthur should discover the absence of his detached squadron and seize the opportunity to offer battle. With four superior battleships and four armoured cruisers, even then the Japanese should hold their own, and, having damaged the Russian squadron, draw off when they please, and await the return ships detached. The Russian Admiral, with his reinforcement destroyed, would have accomplished little, for he could not hold the sea.

The next act of the Japanese, having utilised their superior docking accommodation to repair their fleet, and thus having an undisturbed command of the sea (for a damaged Russian fleet shut up in Port Arthur, and inferior at best, could hardly be considered "in being") would be to land an army on the Liaotung Peninsula for the investment of Port Arthur from the land side, and for operations against the Manchurian railway. If China had not intervened before, her intervention now would be inevitable. The Japanese could then land inside the Gulf of Pechili, about Newchwang, Shanhaiwan. The Russian army of Korea must retreat, followed by the Japanese forces in front of it, to be caught between two fires, while a Japanese corps, stiffening the foreign-trained troops of China, and a swarm of irregulars, would march northward to Mukden. If all this came off, the position of the Russian forces in the Far East would be perilous in the extreme, nor could Russia reinforce effectively, unless she could drive the allies right off the railway.

## SHIPPING NOTES.

**WEATHER OUTSIDE.**  
Moderate to strong N.E. monsoon; fine weather to the N.E.

**JAPANESE STOWAWAYS.**  
Three Japanese stowaways arrived here from Kuchino yesterday by the s.s. *Foyle*.

**COAL.**  
The s.s. *Foyle* arrived here yesterday with 3,700 tons of coal consigned to the local office of the Mitsui Bussan Kaisha. The original port was Rangoon, South Wales, and the last port Kuchino. Capt. T. A. Page reports strong easterly wind on the passage up from Kuchino. The s.s. *Safford* arrived from Newport on Sunday with 5,000 tons of coal. The s.s. *Lian* arrived from Barry Dock on Sunday with 2,650 tons of coal.

**RICE.**  
The H.D.L. s.s. *Keung Wai* arrived from Bangkok yesterday with a full cargo of rice consigned to Messrs. Butterfield & Swire. The Norwegian s.s. *Prothema* arrived from Saigon yesterday with rice and rice-flour for the East Asiatic Trading Co.

**STEAMER MOVEMENTS.**  
The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 10.30 a.m. on the 14th inst., and left again at 7 p.m. same day for Hongkong, where she is due to arrive at 8.30 a.m. to-morrow. The C.P.R. steamer *Empress of India* arrived at Shanghai at 8.30 a.m. on the 13th inst., and left again at 6 p.m. same day for Nagasaki, where she was due to arrive at 8 a.m. on the 15th inst.

The Imperial German mail steamer *Cera* left Shanghai on the 13th inst., at 7 p.m., and may be expected here to-morrow, at daylight.



THE FAVOURITE BRANDY OF THE FRENCH IS

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• \$26.90 PER DOZEN.

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The World's Greatest Skin Soap.

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Cuticura Soap combines delicate emollient properties derived from Cuticura, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odors. No other medicated soap ever compounded is to be compared with it for preserving, purifying and beautifying the skin, scalp, hair and hands. No other foreign or domestic toilet soap, however expensive, is to be compared with it for all the purposes of the toilet, bath and nursery. Thus it combines in one soap at one price the most effective skin and complexion soap, and the purest and sweetest toilet, bath and nursery soap ever compounded.

Cuticura Soap is sold in the form of Chocolate Boxes, Red Box and in the form of Cuticura Cream, Pink, Cuticura Ointment and Cuticura Soap are sold throughout the world. Depot: London, 1, Chancery Lane, F.R.S. 2, Bedford Square, W. 1. New York, 1, Broadway, N.Y. 1. Sydney, 1, Market Street, N.S.W. 1. Send for "All About the Skin, Scalp and Hair."

61-2

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Latest American methods.

Reasonable prices.

No charge for examinations.

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(First Floor Watkins Building).

Hongkong, 6th November, 1903. [83]

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60 & 61, BENTINCK STREET,

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THE STANDARD

INDIAN BILLIARD TABLE

made throughout in Calcutta of thoroughly

seasoned solid wood & fitted with extra low

cushions. Guaranteed to stand the TROPICAL

CLIMATE.

PRICE, complete, with accessories for Billiards,

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[3119-8]

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WEEKLY PRESS, JANUARY to JUNE

1903. With INDEX. Price \$7.50.

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Hongkong, 25th July, 1903.







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EACH THE

BEST IN

ITS CLASS.

VERY MODERATE PRICES

FOR CASH OR ON

CREDIT TERMS

ALSO

KIMBALL ORGANS.

Hongkong, 29th January, 1904. [3335]

THE HONGKONG BAKERY.  
ESTABLISHED 1858.  
Town Depot—41, Des Vaux Road.

BREAD, BISCUITS, CAKES, &c. of best quality supplied to Families, Hotels, Clubs, Ships, &c. on moderate terms.  
DORABEE & SON, Proprietors,  
Contractors to H.B.M. Navy.  
Hongkong, 22nd January, 1904. [3306]

NOTICE OF REMOVAL.

THE Business of AH MEN and HING CHEONG & CO., Tailors, will be CARRIED ON from the 17th inst. at No. 8 QUEEN'S ROAD CENTRAL, opposite to the Connaught House Hotel.  
Hongkong, 5th January, 1904. [128]

S I E N T I N G.

SURGEON DENT ST.  
No. 10, D'AGUIAR STREET.

WORKS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903. [26]

HONGKONG  
BUSINESS DIRECTORY.

BOOKBINDING

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PRINTING

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Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann, Rahlfsen's Genuine Composition Red Brand Brand.

RISMARCK & CO.,  
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 144, Des Vaux Road.

## INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN &amp; CO.

Hongkong, 1st January, 1904. [1]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN &amp; CO.

Hongkong, 21st April, 1897. [99]

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAPPRAIK &amp; CO.

Hongkong, 17th August, 1887. [19]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.

Cash Security ..... £262,579

Total Losses Paid ..... £26,759,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK &amp; CO.

Hongkong, 18th May, 1903. [184]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TUNNER &amp; CO.

Hongkong, 23rd September, 1903. [27]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902, £16,378,771.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

Subscribed Capital.....2,750,000 0 0

Paid-up Capital.....687,500 0 0

II. FIRE FUNDS.....2,687,215 14 10

THE Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES &amp; CO.,

Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO.

Hongkong, 26th November, 1903. [2160]

HONGKONG JOCKEY CLUB.

RACE MEETING, 1904.

TUESDAY, WEDNESDAY, THURSDAY, AND SATURDAY (OFF-DAY).

23rd, 24th, 25th and 27th FEBRUARY.

TICKETS OF ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price 5/- for the Meeting (excluding the Off-Day), or 3/- per day. Tickets for the Off-Day, 2/-.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 8th February, 1904. [458]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and ENCLOSURE during the Races on the 23rd, 24th, 25th and 27th inst.

A Stand and an Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which will be sent out with the Members' Tickets after MONDAY, 15th inst.

NO SERVANTS will be allowed inside the ENCLOSURE of the RACECOURSE during the Race Days WITHOUT TICKETS which can be had on application to the Undersigned between MONDAY, 15th, and SATURDAY, 20th inst.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 8th February, 1904. [460]

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THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL &amp; Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD &amp; CO., AGENTS.

Hongkong, 31st July, 1903. [440]

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Canton: Messrs. W. BRIDGES &amp; Co. Messrs. A. S. WATSON &amp; Co.

Hongkong, 4th October, 1903. [283]

## HAMBURG LETTER.

[FROM OUR OWN CORRESPONDENT.]

Hamburg, 19th January.

The New Year has brought the usual flood of annual reports and statistics. That of the Chamber of Commerce of this city contains much that is of general interest, and of this, as far as space permits, I will give a short résumé. The report begins by stating that the trade of Germany in 1903 shows some improvement compared with its two predecessors. The improvement has been a slow one, however, and although satisfactory in many branches of business, has not been so throughout. The spirit of enterprise that had gradually disappeared, although reviving, is not yet sufficiently widespread to prove a general stimulus to trade. Nevertheless the economic position of the empire, taken as a whole, has gained strength and the situation generally speaking appears more hopeful, particularly with regard to the textile industries, whilst the iron and engineering works still complain of lack of orders. In spite of the depression of the past few years, wages have not been materially reduced anywhere, and this speaks well for the future.

Reports from the agricultural districts are encouraging owing to the plentiful harvest of last year.

A hopeful sign of returning prosperity is the increased activity in the movement of goods, as testified by the returns of banking and other establishments, and which was most marked in the autumn months.

The concurrence of so many circumstances favouring an increase in the purchasing power of the country justifies the belief that the import has come to an evanescent character.

The city of Hamburg has, although not to the full perhaps, participated in the general return of activity. Her industries, with the exception of a few, are more busily engaged, owing chiefly to an increased demand for export. The better enquiry, however, has been confined to certain countries; others, and notably South Africa, from which great things had been expected after the termination of the war, have proved disappointing.

Imports on the whole have done better this year owing to the favourable course of the markets abroad. Cotton calls for a few special remarks. An extensive demand on the part of the spinning trade all over the world in the face of a widespread look like a short crop in the United States has led to a wild speculative movement in America, which has succeeded in forcing up prices considerably. The necessity of creating fresh sources of supply of the raw material is being recognised everywhere, and the endeavours of the German Government to encourage the cultivation of cotton in Africa, the Brazils, Asia Minor, and other countries deserve the support of all concerned, although it may take years before the production in those parts has increased sufficiently to influence the course of prices.

The freight markets have been much depressed, the slight improvement noticeable in the beginning of the year having proved of short duration. Ongoing rates have ruled somewhat higher owing to the renewed activity in the export trade, but home rates are low, in some instances even lower, than last year. The passenger lines to America have benefited by an increase in the flow of emigration, and the steadily growing taste for travelling; in fact the regular lines which have succeeded in securing a large clientele amongst shippers have suffered far less than the so-called "tramps," which do not enjoy that advantage, and amongst which therefore competition rages fiercely. It is a significant fact that the Association of French Owners of sailing vessels, who, in consequence of the millage premium they receive from their Government, have contributed most to the decline in rates, should have taken the initiative in convening a meeting of sailing-ship owners to discuss the situation. Experts are of opinion that subsidies tend to foster carelessness and extravagance in the management of ships and to weaken the spirit which has hitherto been the strength of the individual enterprise. At the meeting were passed binding down English, German, and French owners to minimum rates for vessels above a thousand tons burden, if being deemed preferable to lay up vessels altogether to working them at a loss. It is to be hoped that the great drawbacks of a policy of subsidies may be generally recognised as time goes on.

The traffic of the port shows an increase of about 350,000 tons over last year, about the same as in previous years; but the figures, although evidence of a steady development of trade, do not compare favourably with those in the port of Antwerp, where the increase of 1903 amounted to 1,000,000 tons, and in 1902 to 700,000 tons. It is true that the Belgian system of measuring vessels makes them seem larger, still it is plain that if Hamburg desires to maintain her position at the head of Continental ports, both her authorities as well as her shipowners will have to strain every nerve and will have to avoid the introduction of measures calculated to increase the local charges on shipping and merchandise, which are already quite high enough.

Shipping the passage on an internal navigation, banking, insurance, and the trade with the American states for want of space, I will now give a few extracts concerning commerce with Asia and more particularly with China. Amongst other things the report says that the consequences of the Boxer troubles have still made themselves felt during the year under review, the demand for foreign goods having fallen off considerably owing to the impoverishment of the country. The export trade of China had to contend with a steady rise in the value of silver which, though most welcome in other respects, enhanced the standing in price of commodities in countries where a gold standard obtained.

The Trans-Siberian railway has proved a great boon to trade with the far East, for although the Russian Government at first refused to allow the European mails to be sent that way, she subsequently withdrew her objection and both passengers and mails are now forwarded by that route, the saving in time, particularly to the north of China, being considerable. The German consular lines in Chinese waters have suffered from low rates of freight, a remarkable feature being the great accession of Scandinavian vessels within the last few years.

The commercial treaty between Great Britain and China some twelve months ago, which has been succeeded by similar ones between the latter country and Japan and the United States, must be welcomed as abolishing, nominally at least, the irksome *likin* duties, but it is to be feared that in the absence of adequate guarantees on the part of the Government the main portion of these duties used to flow, will continue them in some other form equally obstructive to trade. It will therefore be the duty of the German Government in negotiating a treaty with China to lay particular stress on this point.

A further danger to commerce with the Celestial empire is the growing influence of Russia in Manchuria, which threatens to exclude in time all other countries from a share in the trade with that important region. Trade with Siam is developing favourably, although progress is naturally slow. The construction of the several railway lines is proceeding satisfactorily, and the traffic on such portions of them as have been completed is growing steadily. The output of coal is on the increase since the plant has been improved, and new loaves have been discovered of a quality suitable in every respect for steam fuel.

As to the trade with Japan, it is stated to have been fairly normal during the first half of the year, stocks of foreign goods in that country not being excessive and the demand therefore well sustained. A large business was confidently looked for in the autumn, and the months of August and September seemed to foreshadow a speedy realization of such hopes, but since then the quietening state of politics has materially interfered with trade in that quarter. The money required for their armaments by the Japanese is withdrawn from commerce, causing great stringency in the money market over there. If the two countries come to an understanding and war be avoided there can be no doubt of a further healthy development of trade with Japan.

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FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 17th February.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 22nd February.
GLASGOW and LIVERPOOL	"MENELAUS"	On 27th February.
GLASGOW and LIVERPOOL	"RHIPHEUS"	On 4th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 5th March.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 12th March.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"KINTUCK"	On 20th February.
LONDON and ANTWERP	"KEEMUN"	On 22nd February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.
LONDON and ANTWERP	"GLAUCUS"	On 15th March.
LONDON and ANTWERP	"AJAX"	On 20th March.
LONDON and ANTWERP	"PAK LING"	On 29th March.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA	"AGAMEMNON"	On 24th February.

The s.s. "IDOMENEUS" left Singapore on the 12th inst., p.m., and is due here on the 18th inst.  
The s.s. "TYDEUS" should leave Pacific Coast for this port via Japan on the 18th inst.  
The s.s. "PELEUS" left Victoria B.C. on the 30th ult., for this port via Japan.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 15th February, 1904. [10-11]

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 3rd March.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
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For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
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Hongkong, 15th February, 1904. [12]

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### Manager.

### Note Address—No. 2, Ice House Road.

### Hongkong, 18th January, 1897. [642]

## NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROTTER-  
DAM, ANTWERP, PENANG  
AND SINGAPORE.

THE H.A.L. Steamship

"BAMBERG,"  
Captain Mittele, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their Goods from  
alongside.

Optional Cargo will be forwarded unless  
notice to the contrary be given before Noon,  
To-day, the 10th inst.

Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 16th inst. will be subject  
to rent.

All broken, dented, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 16th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE.

Hongkong Office.

Hongkong, 10th February, 1904. [504]

## JAVA-CHINA-JAPAN LINE

FROM YOKOHAMA, KOBÉ AND AMOY.

THE J. C. J. Line Steamship

"TIPANAS,"

Captain P. Zwart, having arrived from the  
above ports, Consignees of Cargo are hereby  
informed, that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 17th February, 1904, will  
be subject to rent.

All Claims for damage must be sent in before  
the 15th February, at Noon, or they will not be  
recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

The steamer will be despatched for Singapore,  
Batavia, Cherbon, Samarang, Sourabaya and  
Macassar, on the 13th inst., at daylight.

HOLLAND-CHINA TRADING  
COMPANY.

Agents.

Hongkong, 11th February, 1904. [505]

## STEAMSHIP "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s.  
Douro and Adon, from Havre ex s.s. Simon,  
Bordeaux ex s.s. Ville de Marseille, in connection  
with above Steamer, are hereby informed that  
their Goods, with the exception of Opium,  
Treasure and Valuables, are being landed and  
stored at their risks into the Godowns of the  
Hongkong and Kowloon Wharf and Godown  
Co., Ltd., at Kowloon, whence delivery may be  
obtained immediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 5 p.m. To-day, the 9th inst., requesting  
it to be landed here.

Bills of Lading will be countersigned by the  
Undersigned. Goods remaining undelivered after  
Wednesday, the 17th February, at Noon, will  
be subject to rent and landing charges.

All claims must be sent in to me on or before  
the 17th February, or they will not be recognised.  
All damaged packages will be examined on  
Wednesday, the 17th February, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 9th February, 1904. [2]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"RAILLAARAT,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This Vessel brings on Cargo:—  
From London, &c., ex s.s. Australia.  
From Calcutta, &c., ex s.s. Persa.  
From Persian Gulf, ex s.s. B. I. S. N.  
and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
2 p.m. To-day, the 13th inst.

Goods not cleared by the 19th inst., at 4 p.m.,  
will be subject to rent.

No Fire Insurance will be effected by me in  
any case whatever.

Damaged packages must be left in the God-  
owns for examination by the Consignees and the  
Company's representative at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 13th February, 1904. [1]

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## NOTICE TO CONTRACTORS.

CITY OF MANILA.

OFFICE OF THE MUNICIPAL BOARD  
SECRETARY'S OFFICE.

SEALED PROPOSALS will be received at  
this Office until 12 o'clock Noon, of the  
first day of June, 1904, for the construction of  
the superstructure for a lift bridge over the  
Binondo canal in the City of Manila, in  
accordance with plans on file at the Office of  
the City Engineer.

Bids will be received (1st) for the delivery  
and erection of the structure complete in every  
respect and ready for use; (2nd) for the delivery  
at the wharf in Manila, free from all encum-  
brances, of all the structural material and  
machinery of every sort, ready for the erection  
of the bridge complete.

Each bid shall be accompanied by (1st) a  
stress sheet showing the maximum live and dead  
stresses in each member together with the  
gross and net sections and the material of which  
each member is to be composed; (2nd) a certified  
check payable to the City of Manila in the sum  
of one thousand dollars (\$1,000) United States  
currency, or its equivalent, as a guaranty that  
the contractor will within ten (10) days from  
the awarding of the contract enter into contract  
with the City of Manila for the faithful  
performance of all the work above specified.

A bond of ten per cent. (10%) of the accepted  
bid will be required for the faithful performance  
and completion of the contract within a period  
of twelve (12) months from the date of signing  
the contract.

PRINTED FORMS FOR BIDS, plans and  
all necessary information may be obtained at  
the Office of the City Engineer, Manila, P.I.  
Engineering News Publishing Co., 220 Broad-  
way, New York City, and the Bureau of Insular  
Affairs, Washington, D.C.

The right is reserved by the City of Manila  
to reject any or all bids and to waive any  
defects.

By Direction of the Board.

JOHN A. TUTTLEE,  
Secretary.

Manila, P.I., January 21st, 1904. [361]

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Hongkong, 25th July 1903. [15]

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